

# DEKM-Regulations 2020

As at: 14.01.2020 – changes are printed in *italics*

The Deutscher Motor Sport Bund e.V., in cooperation with the Promoter IKmedia GmbH, organises the German Electric Karting Championships (status: National A *NEAFP*) according to Level 1 of the DMSB General Championship Regulations; the Championship is governed by the following regulations:

Championship	Short	CIK-FIA-Class
German Electric Karting Championship	DEKM	Electric Kart

## Preamble

The DEKM is governed by the DEKM Regulations, the DMSB Technical Regulations for Electric Karts, the DMSB Guidelines for the Organisation of Events with Electric Vehicles, the DMSB Championship Regulations (DMSB Karting Championships), the FIA International Sporting Code (ISC) with Appendices, the CIK-FIA Sporting and Technical Regulations, the DMSB Event Regulations, the DMSB Karting Regulations, the DMSB Licence Regulations, the DMSB Legal Order and Code of Procedure (“RuVO”), the DMSB Decisions and Provisions, the DMSB Environmental Code, the Anti-Doping Regulations of the national and international Anti-Doping Agencies (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA, the FIA Code of Ethics and Code of Conduct and the DMSB Code of Ethics and all the other FIA/CIK and DMSB Regulations. For the DMSB Karting Championships, the DMSB General Championship Regulations are moreover applicable.

*Headings in this document are for ease of reference only and do not form part of these Regulations.*

The DMSB reserves the right to cancel the DEKM if less than 10 registrations for participation are received.

## 1. Eligible Participants

Eligible to participate in the DEKM are generally the registered Competitors with their Drivers. Guest drivers – *also not registered competitors* - may be admitted with the approval of the DEKM Coordinator.

Registered DEKM participants are not eligible to participate in other DMSB Karting Championships.

Only competitors holding a valid International Competitor’s Licence may register Drivers satisfying the above conditions in the DEKM or submit entries to events.

The Competitor *and/or* the Competitor’s authorised representative must not be minors.

The drivers competing in the DEKM must hold an valid International Karting Licence Grade C (incl. C-Restricted), issued by the DMSB or by another ASN affiliated to the FIA. *Drivers from the year 2005 (and older) are allowed to participate in DEKM.*

Guest starters may furthermore be holders of an valid International Licence Grade D, issued by the DMSB or by another ASN affiliated to the FIA.

The drivers in the DEKM will be selected in accordance with the following criteria, preference will be given to those participants which fulfil the greatest number of criteria.

Each criteria fulfilled will be equal to 1 or 2 points (maximum 10 points are possible in total). In case of a tie, the further start places will be allocated on basis of the better positions and results (point 2 – 4), the age in accordance with the Promotion of Young Talents (point 5), the higher licence grade (point 6 -7) as well as the date of receipt of the registration (receipt of the complete registration documents including registration fee\* as well as all supporting documents of the results).

Criteria with two evaluation points respectively:

1. Drivers registered in the DEKM season 2019
2. Participation and classified in at least 5 International Kart Races (according to the CIK-FIA International Calendar) in the seasons 2018 and 2019 in a junior or a senior class.\*\*
3. Classified within the top 10 in the highest National Championship (DKM, DEKM, DJKM, DSKM or foreign Championship Series of the highest National Level) with the status: Nat. A or Int., in the seasons 2018 and 2019 in a junior or a senior class.\*\*

Criteria with one evaluation point respectively:

4. Classified within the top 10 in a National Karting Series (DSKC, ADAC Kart Masters, Rotax Max Challenge or foreign series) with the status: Nat. A in the seasons 2018 and 2019 in a junior or a senior class,\*\*
5. Drivers born in the years 2002 – 2005 according to DMSB Licence Regulations (only drivers born in these years may be taken into consideration for the Promotion of Young Talents).
6. Holders of an International Karting Licence Grade A or Grade B (includes lower licence grades, see criteria 6) \*\*\*
7. Holder of an International Karting Licence Grade C-Restricted or C-Senior

\* The booking or value date on the account of the DMSW GmbH is decisive.

\*\* Regarding the criteria 2 – 4: Only one out of the two seasons 2018 and 2019 (the best one) will be considered for the evaluation points; supporting documents by means of corresponding result lists.

\*\*\* Holders of an International Karting Licence Grade A or B will receive 2 points as the lower licence grades are included, i.e. the criteria 6 – 7 are fulfilled.

Tickets

Permanent tickets incl. parc-fermé [access authorization](#) and hospitality will be issued for:

Driver: 1 pass

Mechanic A: 1 pass

[Competitor: 1 pass](#)

Permanent tickets without parc-fermé [access authorization](#) will be issued for:

Competitor, Industry, Organisation, TV, Press etc.

These are the only tickets accepted at the DEKM Events. The tickets remain the property of the DMSB.

## 2. Vehicles

### 2.1. General

Eligible are only karts of categories DMSB Electric-Kart (in accordance with DMSB Technical Regulations).

[Kart: Rotax Project E20](#)

Minimum weight: [TBA](#)

Weight of the kart: [TBA](#)

The use of all electric karts (chassis: Sodi, drive: Rotax) including the technical preparation and support on-site will be centrally managed and provided by the company RIC Tech GmbH.

Any damages on the electric karts will be charged by the company RIC Tech GmbH to the driver of the damaged electric kart in accordance with the spare part catalogue (irrespective of the cause of the damage, e.g. accident/collision caused by another driver etc.).

Any work on the electric karts may only be carried out by the qualified personnel of the company RIC Tech GmbH as well as by the driver and his mechanic.

Only the work specified as classes 2 and 3 in the spare part catalogues may be performed by the driver or his mechanic.

Replaced components of class 3 will not result in any claim of ownership for the kart used by the participant.

Further modifications (without the consent of the scrutineer in charge) are not permitted and will be reported to the Stewards who may impose a penalty.

### 2.2. Tyre Regulations

Slick tyres:

For each event (Timed Practice sessions and Final Runs), 3 new front tyres and 3 new rear tyres (single tyres VEGA, [XH3 CIK Option](#)) are admitted and must be acquired by the participants from the authorised tyre manufacturer/tyre supplier. For each Free Practice session, one set of the tyres used in the previous event or the test days must be used.

Wet weather tyres:

For each event (Timed Practice sessions and Final Runs), the maximum of 2 new front tyres and 2 new rear tyres (single tyres VEGA *W6 CIK* Rain) are admitted and must be acquired by the participants from the authorised tyre manufacturer/tyre supplier *before the timed practice*. For each Free Practice session, one set of the tyres used in the previous event or the test days must be used.

The Stewards may authorise the additional use of 2 front and 2 rear tyre, if this is considered necessary due to safety reasons (e.g. due to meteorological conditions).

On Friday before the respective Event and according to the timetable, a voucher must be acquired from the authorised tyre manufacturer/tyre supplier for the Timed Practice sessions and the Final Run. The tyres will be distributed according to the timetable at a location specified in the Supplementary Regulations and be allocated to each Driver by means of bar codes. Each driver will receive a print-out with the tyres registered for the driver (barcodes). A later acquisition of slick tyres or a later claim regarding the allocated slick tyres is *in principle* not possible.

Only rain tyres which have been allocated to the participants at a DEKM Event of the current year by means of bar codes may also be used at subsequent Events. The maximum permitted number of tyres as specified in the tyre regulations must hereby be respected.

The removal of already scanned tyres from the tyre identification system upon request of a Competitor, if considered necessary, is only possible until the beginning of the Timed Practice.

It is the Competitor's responsibility to ensure that these tyres are registered for the corresponding Event in the control system of the organiser or of the authorised tyre supplier, as appropriate.

If the scrutineer confirms that a tyre from amongst the participant's eligible tyre contingent is damaged, this tyre may, with the permission of the Stewards, be replaced by another tyre previously used in the Free Practice, provided that no more spare tyre from the quantity of his allocated tyres is available.

#### MiniRAE:

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Free Practice, the Timed Practice and the Final Run to check the conformity of the tyres with the regulations. The maximum limiting value of the VOC measuring of the tyres may in no case exceed 15 ppm.

Note: Pollutions of the tyres, e.g. by chain spray, shall be avoided since this can result in exceeding the limiting value.

Should the check establish that one or several tyres are not in conformity with the regulations, access to the pre-grid area will be refused for the relevant Driver. Protests in this regard are not accepted. Appeals in this regard do not have a suspensive effect.

### **2.3 Front Spoiler**

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Free Practice, Timed Practice, warm up and Final Run to check compliance of the front spoiler with the regulations.

The maximum limiting value for the VOC measurement of the front spoilers may not exceed 5 ppm in any circumstances.

Note: Pollution of the front spoiler and/or unsuitable cleaning materials shall be avoided since this can result in exceeding the limiting value.

Should the check establish that the front spoiler is not in conformity with the regulations, access to the pre-grid area will be refused for the Driver with this front spoiler. Any protest on this regard will not be accepted. Appeals in this regard do not have a suspensive effect.

### **2.4. Start Numbers**

For the DEKM, the start numbers are allocated as follows:

E1 to E99

The first 3 numbers are reserved and allocated in the order of the final ranking in the DEKM 2019. Subsequent racing numbers will be allocated in the order of submission of the registration application forms.

The request for a specific start number represents an additional organisational effort and, if the request can be satisfied, a handling fee at the amount of **€ 100** (inclusive of VAT) will hence be charged.

Whenever a kart is driving on the race track during the event, the start numbers must be fixed to each kart in accordance with the DEKM sticker regulations.

The fixation of the stickers on the karts will be checked and approved by the DEKM *Technical Delegate during* the event.

In case of any damage ascertained by the DEKM coordinator, the stickers must be updated/ replaced at the competitor's expenses.

### 3. Registration / Entry

Registrations applications for the DEKM must be submitted using the DMSB online entry system under [www.dekm.de](http://www.dekm.de) until 1<sup>st</sup> March 2020. The fully completed (including all required signatures and supporting documents according to Art. 1) application form must be received by the DMSB Secretariat until 01/03/2020 at the latest. Incomplete registration forms will not be administered or result in a surcharge.

The registration fee includes:

- Handling fee
- Entry fees test days
- Entry fees for the qualifying events
- Environmental and disposal fee (e.g. the use of showers, electricity, waste and security agency)
- *Provision of an* Electric kart including transport vehicle
- Standard race overall
- *Uniform teamwear for Driver and Mechanic*
- Timekeeping transponder
- Transport of the karts to the various events including test days
- Two tickets for the DEKM paddocks (driver/mechanic)
- Two tickets for the DEKM hospitality *incl. catering Saturday/Sunday*

**Note:** Upon invoice issued by the DMSW GmbH, the registration fees must be paid to the bank account of the Deutsche Motor Sport Wirtschaftsdienst GmbH (DMSW GmbH).

Postal address: **DMSW GmbH, Hahnstraße 70, 60528 Frankfurt/Main**

Bank details of the Deutsche Motor Sport Wirtschaftsdienst GmbH (DMSW GmbH) for the transfer of the registration / entry fees for the DEKM:

**Recipient:** DMSW GmbH  
**Bank:** Deutsche Bank Frankfurt  
**IBAN:** DE83 5007 0010 0094 8836 00  
**BIC-CODE:** DEUTDEFF  
**Reference:** DEKM 2020, #Driver name#

The DMSB reserves the right to accept application forms which might arrive later than 01/03/2019, but those shall generally not arrive later than on the Sunday before a DEKM Event (entry closing date).

The DMSB reserves the right to refuse application forms with specification of the reasons.

The maximum number of participants in the class DEKM is limited to **19**.

Each Competitor must specify his Drivers until the above registration closing date. *In any case, the registration fee becomes due upon the registration (also for "TBA" drivers). A later nomination of a "TBA" driver will not be considered as a change of driver.*

The replacement of a registered Driver is possible upon request of the Competitor; for the allocation of championship points, this new Driver is however considered as a new registration (no addition of points of different Drivers). A Driver such registered upon waiver cannot be replaced once again.

The organiser reserves the right to use the karts *from this championship* at other events during the season.

The handling fee for the replacement of a registered Driver is set by **€ 1,250** incl. VAT and will be charged by the DMSW GmbH to the Competitor.

### 4. Registration Fees / Entry Fees

The registration fees must be paid by bank transfer before the first event. These fees (entry fees and VAT included) are as follows:

<b>Registration fee DEKM</b>	<b>€ 12,900</b>
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<b>Surcharge for late registrations (after 01.03.2020)</b>	<b>€ 1,250</b>
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The registration fees / entry fees are not refunded, not even partially, if the *registered* Competitor/Driver does not take part or withdraws from the DEKM.

## 5. Entry for the Qualifying Events

With the submission of the registration/entry form (online registration), the Competitor entrusts and authorises the DMSB and their representatives to submit the entries in his name to all 2019 events of the DEKM (block entry).

If a registered Driver is unable to participate in an Event, it is the Competitor's responsibility to sign off the Driver by letter normally at the latest until Sunday before the corresponding DEKM Event.

If a Driver fails to be present at an Event without prior notification, a report will be submitted to the Stewards and a Fine at the amount of **€ 250**, payable to the DMSB, will be imposed for each Driver absent without excuse.

Guest Drivers are generally admitted. Participants with Guest Drivers Status will not be allocated any championship points (even if they register subsequently, i.e. points will not be awarded retrospectively). Registered participants move up in the classification for the allocation of championship points.

For the DEKM, at least one starting position, if required, is reserved for guest drivers (guest driver / press / VIP) and will be assigned by the DEKM coordinator.

The *DEKM coordinator* may fill up free starting positions (withdrawal/ signing-off/ disqualification of registered participants etc.) with guest drivers.

Guest drivers shall submit their entry form to the DMSB (entry form see DEKM homepage).

The entry fee for the DEKM for each guest driver is **€ 2,500** (VAT included) including the service provided by the company RIC Tech GmbH.

The entry closing date for guest starters is always the Sunday before the corresponding DEKM Event. Late entries will generally not be accepted.

For each Driver, the number of participations as Guest Drivers is limited to 3.

## 6. Calendar

Official test days:

*TBA*

Qualifying races:

*08-10.05.2020*

*ADAC Kartrennen Ampfing*

*05-07.06.2020*

*ACV Kartrennen Wackersdorf*

*17-19.07.2020*

*ADAC Kartrennen Kerpen*

*28-30.08.2020*

*ADAC Kartrennen Mülsen*

*04-06.09.2020*

*Rotax MAX Challenge Euro Trophy Wackersdorf*

## 7. Running of the Events

### 7.1. General / Definitions

Timetable

The Events will run in accordance with the timetable published in the Supplementary Regulations of the Event.

Throughout the entire year, tests with electric karts on the track of the DEKM events are banned for all participants registered in the DEKM (exception: official DEKM test days).

Official Notice Board:

All event-related documents are posted on the official notice board on-site and also published in electronic form at [www.live-timing.de](http://www.live-timing.de) -> "Info-Board".

Start Servicing Park

The Start Servicing Park is a closed-off area in which only authorised persons are admitted.

As soon as the access to the Start Servicing Park for a class is permitted by the Organiser, all Drivers of this class may enter the area with one kart and max. 1 mechanic per Driver.

Each Driver may in addition bring his tyres/wheels marked for the Event as well as tools into the Start Servicing Park. The time of the closing of the Start Servicing Park will be specified in the timetable (normally 10 min before the scheduled start time of the respective competition concerned).

Drivers who are delayed in entering the Start Servicing Park will be reported to the Stewards by the Chief Scrutineer. A penalty may be imposed by the Stewards if they arrive on time in the Pre-Grid Area, despite being delayed. Otherwise, the rules below apply.

#### Pre-Grid Area

The Pre-Grid Area is an area separated from the paddocks to which only authorised personnel have access.

As soon as access to the Pre-Grid Area for a class is permitted by the Organiser, all Drivers of this class may normally enter the area with one kart, which must be ready for the Race, and one (1) mechanic per Driver. No work may be carried out on the kart in the Pre-Grid Area, with the exception of the adjustment of the tyre pressure. *The entry* to the Pre-Grid Area will be closed 5 minutes before the scheduled starting time (according to the timetable) *for each part of competition (except timed practice)*.

Drivers who do not arrive at the Pre-Grid Area in time (delayed drivers) may start at the end of the field from the repair zone/pit lane, but only when the other drivers of the corresponding start group have crossed the Line for the first time after the start signal has been given. If the access to the track is behind the Line, these Drivers have finished their first race lap when they cross the Line for the first time.

#### Repair zone

The location of the repair zone is specified by the *Clerk of the Course / Race Director*. It must have an access point and an exit point to/from the race track. Any outside assistance during the practice sessions and Final Runs may only be provided by authorised persons inside this Repair Zone.

#### Flag signals

*In addition to article B.5 of DMSB-Karting-Regulations the following is valid for the DMSB Karting Championships:*

- the blue flag with red diagonal stripes together with the start number will be shown, if necessary, during the Races of the Finals (*article B.5.g DMSB-Karting-Regulations*).
- *A black flag shown in accordance with Art. B.5.d) DMSB Kart Regulations will without any further procedure result in the non-classification of this driver in the respective part of the competition.*

#### Personnel working on the kart

Only persons trained by the qualified RIC Tech GmbH personnel may work on the karts. Only one person which must be identified by the armband provided by the organiser may work on a kart.

The training provided by RIC Techn GmbH for the drivers and mechanics will be confirmed by means of a training certification. This certification must be confirmed by the signatures of the participants and of the trainer. The training is valid throughout the complete season. No person may work on a vehicle without having completed this training. Any offence may result in the disqualification imposed by the Stewards.

The training certification must be submitted at scrutineering.

#### Competence e-safety

RIC Tech GmbH shall be responsible for ensuring the electrical safety of the karts at all times during the event. RIC Tech GmbH is obliged to carry out a check of the electrical safety every day before the kart is delivered to the participant.

Moreover, at all times either the safety display (see Technical Regulations DMSB Electrical Kart) must be illuminated or a clearly visible and significant sign must be placed in the seat of the kart. This sign may not be removed as long as the safety display is not illuminated.

#### Additional weights

Only the weights provided by RIC Tech GmbH may be used as additional ballast.

### **7.2. Administrative Checks / Scrutineering**

Administrative Checks will take place on Friday, *possible also on Thursday*, before the race in accordance with the timetable. The *Competitors/Drivers* must appear in person and present the following documents during administrative checks/ registration:

- Competitor/Sponsor licences (original proxy with copy of the licence, if applicable),

- Driver licence,
- ASN authorisation for licence holders of a different ASN,
- Entry form showing all *relevant and* original signatures (applicable for guest starter).

*The driver must confirm his presence by his signature to be provided during the time of registration at the race office.*

*The timekeeping transponders will be issued during the registration.*

The material to be used during the competition must be presented to the Scrutineers *during the scrutineering* who will apply identifications. The material registration form submitted for this purpose must be duly completed and submitted at Scrutineering.

Each chassis to be registered for the Event must be equipped with the mounting device required for the transponder type AMB 160, fitted at the correct position.

The timekeeping transponders will be distributed during administrative checks.

*Each transponder must be equipped with the mounting device required for the type of transponder fitted at the correct position specified by the DEKM Technical Delegate.*

### **7.3. Tests / Free Practice**

In accordance with the test timetable and according to article B.6 of DMSB Karting Regulations, tests are scheduled to take place before the DEKM season. The test timetable will be communicated to the participants in due time. Generally, only the drivers registered in the DEKM may take part. Additional participants may take part in the test days upon application submitted to the DEKM coordinator and provided that there are free capacities. For this purpose, the participant must complete a registration form and pay the test fee at the amount of **€ 2,500** (VAT included) in advance by bank transfer to the DMSW GmbH.

On each Friday, Saturday and Sunday, *1-2* Free Practice sessions of *15* minutes each will take place in accordance with the timetable.

Within the practice time window, the start time and the duration of the practice is at the discretion of each Driver.

### **7.4. Briefing**

A Briefing for all Drivers will be organised on Friday of each DEKM event, in accordance with the timetable. Attendance for all Drivers during the complete Briefing is mandatory.

If it is ascertained that a Driver did not participate or failed to participate throughout the complete duration of the Briefing (according to the list of signatures) the Clerk of the Course will submit a report to the Stewards and a fine of **€ 125** will be imposed.

The Clerk of the Course as well as the Race Director are responsible for the running of the briefing/s. If an Organiser wishes to communicate an information relating to the Event to the participants, this information must be issued in writing after consultation with the Race Director and be circulated to each participant / competitor at administrative checks.

### **7.5. Timed Practice**

The Timed Practice session 1 will take place on Saturday to determine the starting grid for the pre-final 1. The Timed Practice session 2 will take place on Sunday to determine the starting grid for the pre-final 2. The duration of each Timed Practice will be 8 minutes.

Within the scheduled time window for the session, the start time and the duration of the practice is at the discretion of each Driver. A Driver is considered to start his practice as soon as he joins the track in his kart. If a Driver leaves the track and enters the Repairs Area or the Servicing Parc or stops on the track after having started his practice session, this qualifying practice session is finished for this Driver. During the Qualifying Practice, no Driver may obstruct another driver or drive unnecessarily slowly.

In case of a tie, the second fastest times of the Drivers concerned will be taken into consideration to decide (thereafter the third fastest lap time and so on).

### **7.6. Starting Grid / Start**

*In principle*, the starting grids for the Free Practice, the Timed Practice *1/2* and the pre-final *1/2* will be prepared in the Pre-Grid Area. The starting grids for the Final Runs *1/2* will be prepared through the Pre-Grid Area on the race track. *Changes on the starting procedure will be announced in the drivers briefing.*

The start count-down begins with the display of the *5 Minute Board*, 3 Minute Board, 1-Minute Board and 30 seconds board.

*In principle*, no formation lap will be completed before the standing start. The start will be given immediately after the start count-down.

The following is applicable for the Final

Karts which are not able to start after the display of the green flag by Clerk of the Course/Race Director will be moved to the pre-grid area or to the repair zone by the marshals, where mechanics may assist. These drivers may then take the start once the complete field has taken the race start.

If the access point from this area onto the race track is situated behind the finish line, the delayed starters are considered to have completed their first lap as soon as they cross the Line for their first time.

Start Delayed

If, as a consequence of changed weather conditions, the Clerk of the Course/Race Director shows the "START DELAYED" Board, repairs/ modifications on the kart may be carried out in a defined area. The Race Director defines the location of this area. In this case, the Pre-Grid Area may also be defined as this area.

### **7.7. Opening Ceremony / Drivers' Presentation**

The organiser may schedule an opening ceremony or drivers' presentation. If scheduled, the detailed procedures will be agreed with the DEKM Coordinator before the event. The ceremony must be part of the timetable.

### **7.8. Finals**

The races will normally run over a distance of 12 laps (any deviations may be notified in the Supplementary Event Regulations after agreement with the DEKM coordinator). The starting grid for pre-final 1 is based on the results achieved in the Timed Practice 1 on the Saturday. The starting grid for the final 1 is based on the results achieved in the pre-final 1. The starting grid for pre-final 2 is based on the results achieved in the Timed Practice 2 on the Sunday. The starting grid for the final 2 is based on the results achieved in the pre-final 2.

### **7.9. Technical Checks after the timed Practice / Race**

*Pursuant to Article 11.14.2 of the FIA ISC, the Stewards authorise the Chief Scrutineer to carry out or to have carried out any kind of technical checks on the karts to check compliance with the Technical Regulations.*

Immediately after the end of the Free Practice sessions and the Races, all participants must proceed *their karts* to the scrutineers for technical checks. Parc Fermé rules apply from the display of the chequered flag until the kart leaves the area of the scrutineers' technical checks in the "Finish Servicing Parc".

Up to the moment of leaving this area of the technical checks only, the participant has the possibility to indicate to the scrutineers damaged identification marks, if any, (sticker, bar code labels, seals, etc.) which may then immediately be replaced.

### **7.10. Podium Ceremony**

The participation in the Podium ceremony is mandatory for the top three Drivers of each class. A podium ceremony will be organised on the Saturday and the Sunday according to the timetable for both Race of the Finals.

All Podium ceremonies are provisional until the official results are posted.

During the podium ceremonies, all concerned drivers must wear their closed DEKM drivers' overalls and the caps of the tyre supplier. Non-compliance with this provision and/or failing to attend the ceremony will result in a report to the Stewards (fine of € 250).

### **7.11. Official Onboard Cameras**

The Stewards may prescribe the mounting and the use of official cameras during the competitions for certain karts. The selection of the karts concerned will take place in agreement with the DEKM Coordinator. For these karts only, the camera signal may be transmitted wireless. The installation of the equipment will be carried out under the control of the scrutineers. The DMSB does not assume any liability for damages resulting in connection with the mounting of the onboard cameras. The total weight of this equipment shall be part of the total weight of the kart.



**7.12. Judgements of Incidents/Penalties during a Competition**

Pursuant to the DMSB Karting Regulations Art. B.17 and Art. B.18 *possibly applicable regulations of CIK-FIA.*

*According to the aforementioned provisions, the minor penalty of a “Warning” may be imposed on drivers whose driving behaviour is contrary to the code of driving conduct in competitions and any such incidents have been established if it concerns a case of minor infringements.*

*After a driver has received 3 of the above warnings within the series of the respective championship, a drop of 5 positions on the starting grid of the next race within the group of finals in which the respective driver participates will automatically be imposed by decision of the Stewards.*

*Penalties of the Race Director (black and white warning flag with corresponding start number) or penalties imposed by the Stewards (reprimand) are considered as a warning. After the aforementioned penalty of a drop of grid positions has been applied, number of warnings is reset to zero. No protest or appeal against the aforementioned automatic penalty of a drop of grid positions is accepted.*

**7.13 Charging the Electric Karts**

To charge the karts, only the energy supplied by the organiser may be used.

Having completed the mandatory training, the driver or his mechanic may himself charge the Rotax *Project E20* Kart.

A charging area including the necessary infrastructure (charger and connecting pipes, etc.) will be allocated to each participant. The trained participant may only charge his electric kart at the allocated charging area and using the allocated charging devices. The charging devices may not be opened or modified.

The charging times and duration will be posted at each event in the DEKM tents. Any charging is only permitted during the posted charging times and duration.

The adjustments permitted in the DMSB Technical Regulations for Electric Karts may be performed during the charging period. Repairs after damages may only be performed during the charging period with the agreement of a RIC Tech GmbH specialist. No protest against the state of charge of the battery is accepted.

Before, during and after the charging of the karts, only the auxiliary means authorised by the DEKM coordinator may be used for the cooling of the batteries and the power unit.

**7.14 Work on the Electric Karts**

Only during the official opening times of the tents may the participants work on the electric karts. The opening times will be notified at the corresponding events.

Outside the opening hours, entrance to the tent is only permitted with the agreement of the Technical Delegate.

**7.15 Repairs on the Karts**

Repairs on the electric karts between the racing weekends which involve any costs may only be performed by the RIC Tech GmbH after approval of the participant. For this purpose, RIC Tech GmbH shall previously prepare a quotation which shall be forwarded to the participant.

**8. Championship Classifications**

**8.1. timed Practice**

Points for the Timed Practice 1 and the Timed Practice 2 will be awarded according to the following table:

Position	1.	2.	3.
Points	5	3	1

**8.2 Pre-Final-Phase**

Points for the pre-final-phase will be awarded for each race according to the following table:

Position	1	2	3	4	5	6	7	8	9	10
Points	10	9	8	7	6	5	4	3	2	1

**8.3. Final-Phase**

Points for the Final-Phase will be allocated for each Race as follows:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

#### **8.4 Number of Results for the Final Classifications**

The worst results in the relation to points in *one* pre-final and in *one* final will not be considered for the Championship classification.

#### **9. Title**

The Driver having achieved the highest number of points as per Article 8 will be declared:

##### **"Deutscher Elektro-Kart-Meister 2020"**

The Championship prizegiving ceremony for the Top 3 in the DEKM will take place in accordance with the timetable at the last DEKM Event. The absence at the Championship prizegiving ceremony without prior notification will result in a fine of **€ 1,000** imposed by the Stewards.

For all DMSB Karting Championships, the support programme (Appendix to the DMSB Karting Championships), which will be published on the DEKM Homepage, should moreover be taken into consideration.

*Note: Only the German and DMSB approved text of the Regulations will be binding*